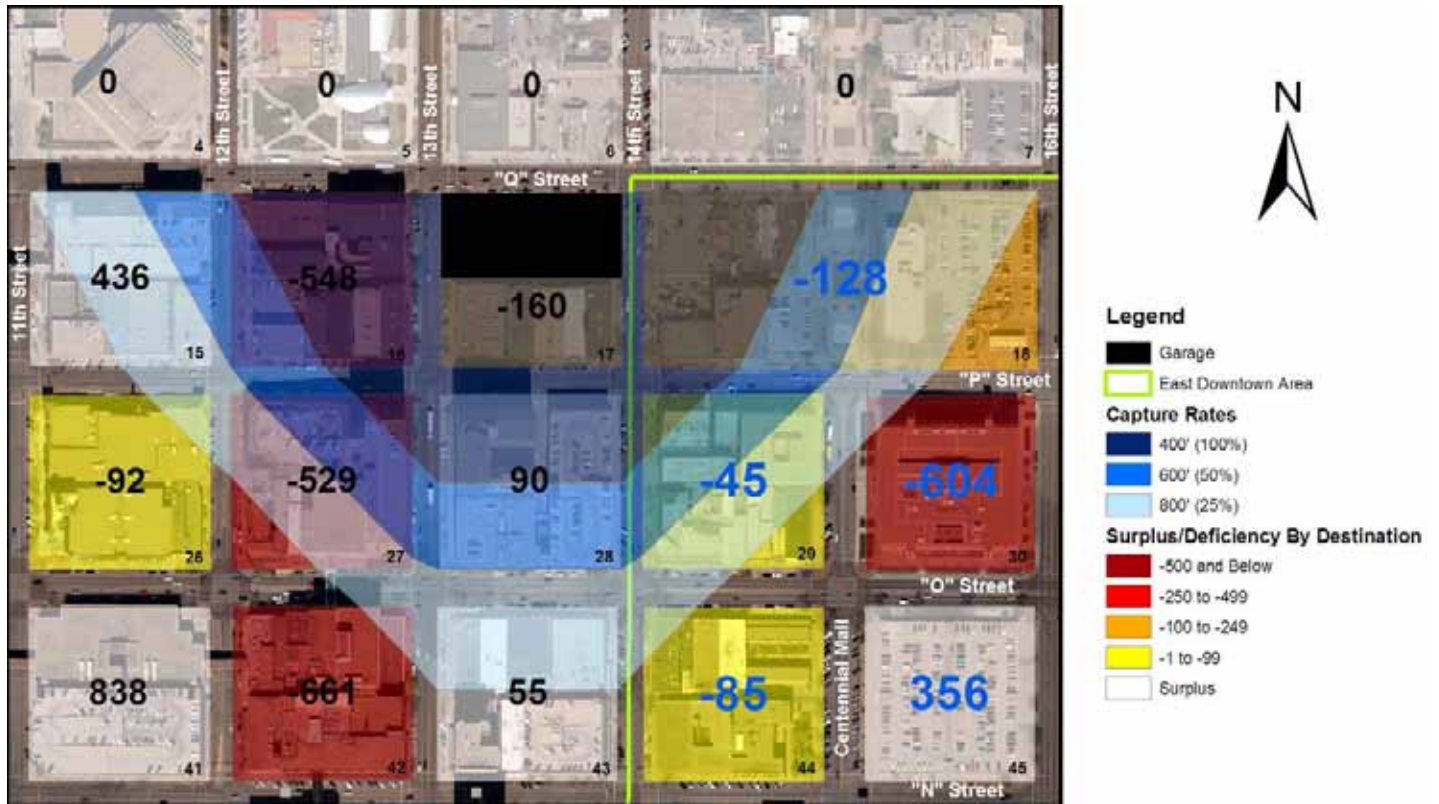


5.0 Recommendations

1. It is recommended that a new parking garage be provided in the area of 14th and “Q” Streets in conjunction with redevelopment plans as recommended in the Catalyst Projects contained in the 2005 Lincoln Downtown Master Plan. Figures 14 and 15 provide an analysis of the parking deficiencies within the area, which would be served by a new public parking facility in these blocks. It is important to note that these projected numbers do not include any on-site demand generated by the redevelopment. The Catalyst Projects depicted in the 2005 Lincoln Downtown Master Plan would generate an estimated demand for 360 additional spaces.
2. The preliminary screening shows two potential garage sites, in blocks 17 and 18 each overlaid with a generally desirable footprint of 140 feet by 300 feet. Each site is discussed below in terms of its constraints, ability to serve the major parking generators, and its access and circulation. In each case the University demand is assumed to be satisfied by UNL facilities.
3. Block 17 (Figure 14) - South side of “Q” Street between 13th and 14th Street:
 - a. This site provides the closest proximity to the parking demand from the Catalyst Projects and satisfies the highest current deficiencies.
 - b. The estimated demand that could be captured by a public garage on this half-block is projected at 671 spaces in addition to the site-generated demand (~360 spaces).
 - c. The site is located outside of the stricter height constraints of the Capitol Environs District and would allow the City to pursue a private mixed use project on the site.
 - d. The site would likely result in more expensive and less efficient parking configurations if some existing uses are retained on the site.
 - e. The site could reduce land acquisition costs by sharing a site with the other land uses.
 - f. The site has great counter-clockwise circulation on the one-way grid system. Primary Entrances/ Exits to the parking would be best located along the mid-block area of “Q” Street to avoid conflicts with queues at adjacent traffic signals.
 - g. The site is in close proximity to the University Square and Que Place garages. They could compete with each other for parkers, primarily during special events and evening periods. Some shifting of monthly parkers and short term parkers could also occur.

4. Block 18 (Figure 15)- South side of “Q” Street between 14th Street and Centennial Mall:
 - a. This site is slightly more removed from the existing parking destinations and the projected Catalyst Projects and may require a skywalk to satisfy comfort and security concerns.
 - b. The estimated demand that could be captured by a public garage on this half-block is projected at 526 spaces in addition to the Catalyst Project development generated demand (~360 spaces).
 - c. The site is within the Capitol Environs District height limitation of 57 feet, which would limit the capacity of the garage on the footprint shown to approximately 600 spaces.
 - d. The site would likely result in more efficient parking configurations if existing uses are not accommodated on the site.
 - e. The site would increase land acquisition costs by requiring a site separate from the other land uses in the Catalyst Projects. This site could be used as a secondary garage site to satisfy demands that cannot be met on Block 17. Existing land uses could be provided similar space in the street level of a new garage.
 - f. The site has a limited and lengthy counter-clockwise circulation on the one-way grind system between 13th and 17th Streets. A connection along the west side of Centennial Mall between “P” and “Q” Streets as depicted in the Master Plan would relieve this concern. The Primary Entrances/ Exits to the parking would be best located along the mid-block area of “Q” Street to avoid conflicts with queues at adjacent traffic signals.
 - g. This site has greater separation from the University Square and Que Place garages. This avoids competition between public facilities for parkers and disperses the high traffic volumes in a wider area during peaking events.
5. It is recommended that a joint committee with representatives from the City Library, City Parking Management, DLA, U.S. GSA and State Building Division be formed to address parking as planning for the reuse of the Pershing Center site moves forward. Their goal should be to identify downtown parking space needs in the area that could be satisfied on a common footprint(s) near Pershing Center.
6. As mentioned previously, Phase II of the East Downtown Parking Study will address the parking needs of Antelope Valley. Other blocks may need further consideration as redevelopment plans emerge.
7. The 2005 Lincoln Downtown Master Plan also recommends a multi-modal facility within the immediate area. A parking structure constructed in this area should allow for connections to a future multi-modal facility.

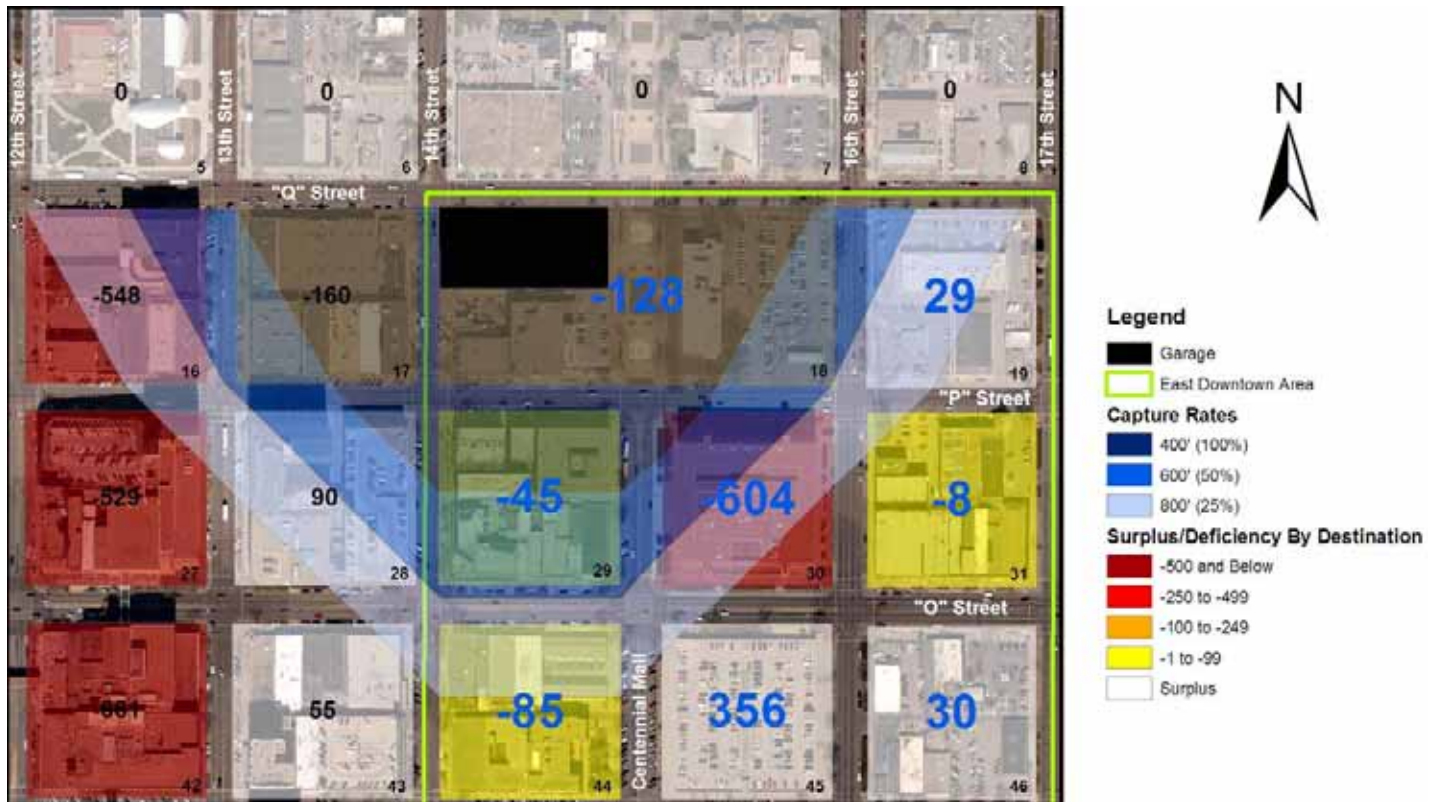
Figure 14 – Block 17 Garage Site



Zone	Capture Rate	Block	Demand/ Surplus	Zone	Capture Rate	Block	Demand/ Surplus	Zone	Capture Rate	Block	Demand/ Surplus
400'	100%	15		600'	50%	15	+44	800'	25%	15	+87
		16	-411			16	-69			16	
		17	-160			17				17	
		18	-44			18	-17			18	-10
		26				26				26	-2
		27	-37			27	-97			27	-57
		28	+87			28	+41			28	
		29	-3			29	-8			29	-5
		30				30				30	-5
		42				42				42	-9
		43				43				43	+5
		44				44				44	-1
Subtotal			-568	Subtotal			-106	Subtotal			+3

Total = -671

Figure 15 – Block 18 Garage Site



Zone	Capture Rate	Block	Demand/Surplus	Zone	Capture Rate	Block	Demand/Surplus	Zone	Capture Rate	Block	Demand/Surplus
400'	100%	16		600'	50%	16	-47	800'	25%	16	-85
		17	-118			17	-21			17	
		18	-105			18	-11			18	
		19				19	+1			19	+5
		27				27				27	-2
		28	+10			28	+31			28	+19
		29	-21			29	-12			29	
		30	-13			30	-87			30	-63
		31				31				31	
		43				43				43	
		44				44				44	-8
		45				45				45	+1
		Subtotal	-247			Subtotal	-146			Subtotal	-133

Total = -526